

ore particularly in the humiliating and ignominious expedition to the coast of Holland, in which the greatest armament that ever left our shores was exposed to the scorn, contempt and ridicule of the enemy; the flower of our youth wastefully and wantonly left ingloriously to perish in the pestilential marshes of Walcheren, without succour, without necessity, without object, without hope?

"These and similar proceedings of your honourable House requires no comment, but we cannot by our silence become accomplices in the ruin of our country, and dare not conceal from you the wholesome though unpleasant truth, that they appear to us to have materially shaken what remained of the confidence of the subjects of these realms in the wisdom of your honourable House.

"We therefore humbly but firmly entreat you to consider your conduct, to retrace your steps, and to expunge from your journals all your orders, declarations and resolutions, respecting Mr. Gale Jones and Sir Francis Burdett—and that as Sir Francis Burdett has not been expelled from your honourable house, he be no longer prevented from exercising therein all the duties of a member of the same.

"Above all, we earnestly pray your honourable house, in conjunction with Sir Francis Burdett, and in conformity to the notice he had given, to devise and adopt such measures as will effect an immediate and radical reform in the common house of parliament, and ensure to the people, a full, fair, and substantial representation, without which they must inevitably cease to exist as a great, a glorious, and independent nation."

The petition was adopted unanimously, with the exception of the votes of Mr. deputy Kemble, Mr. S. Dixon, and another.

The papers by the Göttenburg mail are, as usual, barren of important news.

"Göttenburg, May 7.
"An English Squadron of line of battle ships have been reported from the Telegraph to have passed this port under a press of sail, to the northward, supposed for the Baltic."

German papers to the 6th, mention, that great discontent prevails in Sweden—that the party attached to the late King Gustavus acquires strength daily—the intended successor to the throne, the prince of Augustenburgh, is extremely unpopular—and that a strong desire is entertained in favour of raising the son of Gustavus to the throne, upon the demise of the present king.

The intelligence of a British fleet being destined for the Baltic has struck terror into the Danes.

Paris papers to the 7th, which we received this morning, contain the following Senatus Consultum:

Art. 1. All the countries situate on the left bank of the Rhine, from the limits of the departments of the Roer and Lower Meuse, following the Thalweg of the Rhine to the sea, are united to the French empire, and form an integral part.

2. The countries situate between the course of the Waal, the river Dogne, and the frontiers of the department of the Nettes, the Lower Meuse, and the Roer, shall form a department, under the name of the department of the Mouths of the Rhine. Bois le Duc shall be the chief city.

3. The countries situated at West of the Dogne, with the title of Schowen, Tholen, North and South Beveland, and Walcheren, shall be united to the department of the Two Nettes.

4. The department of the Mouths of the Rhine shall have two deputies to the legislative body.

The department of the two Nettes, which has three shall have five.

(Signed) NAPOLEON, CAMBACERES.

MAY 15.

It is said that Mr. Mackenzie and his secretary, who have been sent to Marliax to negotiate a cartel, have been invited to Paris to be present at the grand fetes to be given there this month in honour of Buonaparte's marriage. We find in one of the last Paris papers the following paragraph: "Mr. Mackenzie, his Britannic majesty's envoy, and Mr. William Keston, secretary of legation, have just hired a hotel at Paris to assist at the fetes."

The object of the visit of the American frigate commanded by commodore Barron, late of the Chesapeake, to Tonningen, is supposed to be to demand an explanation of the recent and numerous condemnations of American vessels by the Danish government.

On the 9th inst. Allen Hart, an American seaman, was committed to Glasgow gaol, by the magistrates, charged with attempting to seduce several recruits of the 95th reg. from his majesty's service, into a merchant ship belonging to the United States. The prisoner says, that his real name is Thomas Walker, that he was born at Leith, and that he belongs to the Count Wellington, an American ship, but with Spanish papers, now at Greenock. He is a lad a little above 20, middle sized, dark complexion, and his face marked with gunpowder.

MARYLAND GAZETTE.

ANNAPOLIS, WEDNESDAY, JULY 4, 1810.

Appointments by the Governor and Council of Maryland, June 10, 1810.

William Dunbar, major of a battalion in the 45th regiment, St. Mary's county.—J.H. Briscoe lieutenant, and John Howard, jun. ensign of Captain Reeder's company in do. William Reeder lieutenant, and George Thomas ensign, of Capt. Kilgour's company in do.—Alex'r. Cawood, ensign of Captain George Barber's company in do.—Stanislaus Davis, ensign of Capt. James Walker's company in do.—James M'Williams captain, William F. Lee lieutenant, and William G. Neale, ensign of a company in do.—Thomas Cullis captain, George D. Atkison 1st lieutenant, and Henry Long 2nd lieutenant, of an Artillery company attached to the 10th Brigade, Somerset county.—Amos Reed captain, Frederick Wilson 1st lieutenant, William Cabuin 2d lieutenant, and Richard Spencer cornet, of a troop of horse attached to the 6th Brigade Kent county.—John I. Cox, major of a Battalion, 49th regiment, Cecil county.—John King, adjutant to do.—John Savin, paymaster to do.—Leonard Kroufs, capt. of a company in 50th regiment in do.—Fredus Alridge captain, John Short lieutenant, and Joshua Hyland ensign, of a company in do.—Zachariah Jacobs captain, Charles Pumphrey lieutenant, and Samuel Butcher ensign, of a company in 22d Reg. Anne-Arundel county.—Lloyd Johnson lieutenant, and Elijah Pennington ensign, of capt. Roberston's company in do.—John K. Rowe captain, William Dungan lieutenant, and A. Green ensign, of a company in the 6th Reg. Baltimore.—Charles H. Crabb, adjutant to the 44th Reg. Montgomery county.—James M'Guire, ensign of Capt. Hardecastle's company, extra battalion, Caroline county.—Isaac Lyon, captain of a company in the 20th regiment, Frederick county.

SHIPWRECK.

Capt. Fairfield, of Salem, furnishes the following distressing particulars.

APRIL 10th. Sailed from Naples in the ship Margaret, of Salem, with a crew consisting of fifteen in number, exclusive of 21 passengers, making 46 men and boys in all. We passed through the gut of Gibraltar on the 22d of April; nothing of moment occurred until Saturday 20th May, when in lat. 40, N. long. 39, 30, W. having strong breezes of wind at S. E. and E. S. E. and rainy weather, at 10 A. M. took in royals, top-gallant studding-sails, fore and mizen top-gallant-sails, jibs, stay-sails and main-sail—at meridian, wind and weather continued as before mentioned—at 1 P. M. the 21st, the fore-top-mast studding-sail halyards parted, the studding sail fell overboard, filled with water, and carried away the studding sail boom—we took in lower studding-sail spanker, and mizen top-sail, by which time it became squally, and we immediately clewed down fore and main top-sail, and let fly the sheets—the wind shifted in an instant from E. S. E. to S. W. and although the helm was hard to weather, we could not get the ship before the wind, but was instantly hove on her beam ends—every person on board the ship being now on deck, reached either the bottom or side of the ship and there held on. We secured an axe, and immediately cut away the weather lanyards of the shrouds, masts and long-boat, which being done, the ship righted, being full of water, her hatches off, chests, water-casks, &c. drifting amongst the wreck; the guns, anchors, camboose, and every article on deck, we hove overboard to lighten the ship, and endeavoured to clear the wreck of spars, rigging, &c. which lay beating against her to windward: but our efforts were in vain, the starboard lanyards of the shrouds being deep under water, and fast to the ship, & the sea making a continual breach over her: during this time the long boat lay beating among the wreck of spars, &c. bottom up, the pinnace being wrecked entirely to pieces, except the keel, and about 3 streaks of the boards of the bottom, lay in the same situation as the long boat, and the stern boat lying at a small distance from the ship, full of water, with her gunwales tore off, butts started, and stern about half stove in, it was with the utmost difficulty that we baled her out and kept her so far free as to enable us to get a rope fast to the long boat, by which we hauled the long boat along-side the ship, turned her over, and found her to be badly stove, her gunwales and stern broke entirely off, her wood ends and garbled streak open, and large holes in her bottom, so that we found it impossible to bale her out, and we were under the necessity of upsetting her again in the sea, with a hope of being able to stop a part of the holes in the bottom, which we in part effected, by driving the butts, and by putting canvas, &c. into the largest holes in her bottom, after which we turned her over again, and by continual baling with every bucket, &c. which we could procure, we were enabled to keep her from sinking, still keeping under the lee of the ship. By this time it was about 7 P. M. when the boat being hauled near to the ship for the purpose of get-

ting canvas and oakum to stop the leak, as many men as could reach the long boat jumped into her, and finding the boat would again sink if we remained so near the ship, we were obliged to veer the boat to leeward of the ship at the distance of 15 or 20 fathoms, being 12 in number in the boat; we had not lain in this situation but a short time before one of the men jumped from the ship into the sea, and made for the boat, and finding at the same time all determined to pursue the same plan, we were obliged to veer the boat further from the ship. We stated to them on board our situation, which was also evident to them, as it required all our exertions to keep the boat from sinking. During the night we lay with a rope fast from the ship to the boat, and under her lee, when the people on board the ship being extremely anxious to get into the boat (which had they effected we should all have been inevitably lost) kept hauling the boat towards them; we then bent another rope, and veered out as they hauled; but finding that they were determined to sink the boat by getting into her, we were obliged (after stating repeatedly to them our situation) to tell them, that provided they persisted in getting into the boat, we should be obliged, though reluctantly, to cut the rope and leave them, after which they desisted from hauling the boat towards the ship. At this time we were 13 in number in the long boat, besides two men who were in the stern boat, lying under the lee of the ship, continually baling to keep her from sinking, which augmented our number to more than could with any degree of safety attempt to leave the ship in the long boat, in the shattered condition she was then in.

Monday morning, moderate breezes and sea tolerably smooth; at which time the people on the wreck were about half on the taffrel rail, and the remainder on the bowsprit and windlass, every other part of her being under water continually, and they kept entreating us to take them into the boat—we then told them our determination was, to continue by the ship while she kept together, and that the boat was not in a situation to leave them, notwithstanding our wretched situation, having neither compass, quadrant or any instrument whatever, by which we could direct our course, nor a single drop of fresh water in the boat, and two men constantly baling: all of which circumstances were known to them.

About this time casks of brandy and sundry other articles of the cargo were drifting from the wreck, among which we picked up the mizen-top-gallant sail, 2 spars, 5 oars, 1 cask of oil, 1 drowned pig and 1 goat, 1 bag of bread, and they hove us a gallon keg of brandy from the ship; we then fixed a sail for the boat from the mizen top-gallant sail. It being now about 11 A. M. when the people on the wreck were determined to come into the boat, and began by jumping into the sea, at which we veered the boat farther from the ship, and then again repeated to them our determination to continue by them so long as the ship held together, but if any other person attempted to come into the boat we should that instant leave them, notwithstanding our desperate situation: at this time they had secured on the wreck 2 quadrants, 2 compasses, 1 hhd. of water, bread, flower, and a plenty of provisions, as they frequently informed us, but they would not spare us any of those articles unless we consented to come along side the ship with the boat, which had we have done we should have been sunk in an instant, as they were prepared to jump, having oars, chests, &c. ready for the purpose on the taffrel rail. Notwithstanding they knew our determination and the impossibility of our taking them into the boat, they still persisted in getting into her, and one of them jumped into the sea and made for the small boat which lay veered to the leeward of the ship, which boat he reached, and finding we would not take him into the long boat, he returned to the ship with the small boat, by which time seeing they were all determined to pursue the same plan as this last man, we were under the painful necessity of cutting the rope by which we were fast to the ship, and row and sail from them for the preservation of our lives, being in hopes of falling in with some vessel to relieve us, which was almost the only hope we had left, being about 400 miles distant from the nearest land, and in the desperate situation before stated. At this time it was about meridian, with moderate wind from the southward and westward, we made our course as nearly east as possible, for the Islands of Corvo or Flores, and the last we saw of the ship she was laying in the same situation as when we parted from her: it was now about six P. M. the 22d May, we continued our course for the eastward, having the winds variable from S. S. E. to N. W. and two men constantly baling, steering in the night by the stars, when to be seen, and when dark cloudy weather, by the heaving of the sea, and in the daytime, by judging of the bearing of the sun, when to be seen, and when not, by the best of our judgment. We continued in this situation without seeing any vessel until Saturday 26th of May, 1 P. M. when to our great joy we espied a sail which proved to be the brig Poucher of Boston,

Capt. James Dunn from Alicante, who was on board and treated us with every civility and civility while on board his vessel, which we return him, on board his vessel, knowledge, and also to captain Pedrick, who very generously afterwards took 6 of us on board his vessel, brought us to Marblehead, & treated us with great kindness.

William Fairfield, Joshua Safford, Louis Barney, Alex'r Thomson, Zerub'l Kemp, John M. Peck, William Graves, Nabour Warren, Robert Peele, Edw. Richardson.

Left on the wreck 31, among whom was the sch'r Kite of Baltimore, late of boat 15. Total 46.

This vessel though left on her beam ends &c. was still tight, and moderate weather succeeded the disaster; and as the weather track of many ships crossing the ocean, judges think that the chance of the ship left on board, being saved, is not small, the fondest hopes of their dearest friends fully realized.

[N. T. paper.]

BOSTON, June 2d.
FROM SPAIN.

The sch'r. Johanna, capt. Quiner, arrived at Marblehead, in 45 days from Cadiz. It makes the time of his sailing the 10th May.

Capt. Quiner informs that since the French captured Matagorda, they had proceeded from or strengthened other forts to annoy Spaniards and English. 5000 of their troops had made an attempt against the island Leon, but were beaten back. The Spaniards and their allies were confident of being able to defend Cadiz—they had 700 pieces of non-musical and well appointed artillery. Two vessels arrived May 4, from Vera Cruz, worth 9,000,000 dolls. The French have rowed privateers out of St. Lucar, and have captured 5 American vessels, one a ship of 3 tons, loaded with tobacco. Provisions high at Cadiz. Algerine vessels are raiding between St. Mary's and St. Vincent's, and were reported to have captured several Portuguese vessels.

PHILADELPHIA, JUNE 2d.
SPANISH AMERICA.

Yesterday arrived at the Lazaretto Schooner Three Friends captain Schuyler twenty-eight days from Lagaira. On board of this vessel is Don Juan Edwards, of Caracas, with dispatches for the deputies here arrived in the United States from that province.

This gentleman informs that the government of Caracas is at present vested in a junta, consisting of 5 persons, who exercise legislative, executive, and for the present likewise judicial functions.

The following ministers have been appointed; one of internal finances, one for foreign affairs and one of war and navy.

Courts of judicature are not yet reorganized, nor is the militia yet organized.

Commercial regulations are undergoing favourable change for the U. States

The present government is considered temporary, and to continue until all the departments of Venezuela shall have ratified measures adopted at Caracas, which is supposed will soon be the case. There are only two departments, that of Maracaybo and Coro, which have not joined in the important change of government.

The deputies from the departments of Guyana, Varinas, and Cumana, co-operate with the Junta at Caracas.

The Knell.

COMMUNICATED.

DIED, in Prince-George's county, on Saturday morning, 30th ultimo, at the seat of James N. L. Weems, Esq. Miss MARTHA HALL CLARK, in the 22d year of her age.

To an exterior extremely beautiful, united in this amiable young Lady every virtue to render her beloved. During a long and painful illness that continued nearly twelve months, she manifested a remarkable degree of fortitude and resignation with the strongest sense of religion.

"Blessed are the Dead who die in the Lord." But ah! her virtues could not avert.

Nor innocence arrest the fleeting breath: E'en purity like hers we now bewail.

Could not repel the powerful shaft of death.

"That form which late with youthful graces teem'd,

The fierce attack of sickness could not brave. The eye in which bright animation beam'd,

Has lost its splendour in the silent grave.

"Oh, Death! could'st thou not stay thine awful arm

Till age had strew'd its winters o'er her head? Till life's enjoyment could no longer charm,

And earthly pleasures had for ever fled!

"Then thine approach more welcome would have been,

And less regretted thy reverse'd doom: